

JOHN G. NORTH, SHIPBUILDER

The Pacific Coast was settled at just about the time that wooden shipbuilding was giving way to iron in European naval dockyards. The result was that a great many young men, trained as wooden shipwrights, found themselves technologically unemployed, and a fair number of these migrated to the new frontier. One of the earliest of them to gain recognition as a West Coast shipbuilder was John G. North.

All the biographical data that follow are taken from an account published in "Overland" for 1895, while the accurate list of North's vessels is from a manuscript account book in the collection of Mr. J.P. Shaw of Oakland. We are indebted to Karl Kortum of the San Francisco Maritime Museum, where the account book is currently on loan, for copies of the pertinent material.

North was born in Trondheim, Norway, on 15 December 1826. At 15 he passed the examinations of the royal shipbuilding service, and subsequently he was involved, it is said, in building 20 gunboats for the Norwegian Navy. He was later sent to the U.S. to study American methods, arriving at Philadelphia on 29 July 1848. In the next year and a half he worked at New York, New Orleans, Boston, Bath, and Portland, Me., until the gold fever became too severe, and he shipped as mate of the VIKING. She was condemned at Valparaiso, but he found a berth as carpenter of the SARATOGA, arriving at San Francisco on 28 July 1850.

After a few months in the mines, with no great success, North returned to his trade of shipbuilder. His first yard was near the site of the Union Iron Works, at First and Mission. Here is his list of vessels, with tonnage and contract cost:

1852 Barge	SACRAMENTO	59	\$2,500
1853 St. Whl. SS	PLUMAS	68	6,000
1853 Barge (for PLUMAS)		40	2,000
1853 Barge (for stmr. GAZELLE)		25	2,000
1853 St. Whl. SS	CLEOPATRA	63	8,000
1853 St. Whl. SS	BELLE	99	8,000
1853 St. Whl. SS	GEM	99	8,000
1854 St. Whl. SS	FLORE DE LOS ANDES	60	6,000
1854 St. Whl. SS	CLARA	46	5,500

1854 Sch	SUSAN & KATE DENIN	118	\$18,000
1854 Barge	SUCCESS	50	2,000
1855 Barge	PARDUE	55	1,800
1855 SS	COLORADO (St. Whl.)	93	8,000
1855 SS	no name (Side Whl.)	4	300
1855 Barge	THOMAS PAYNE	120	3,000
1855 Barge	RED BLUFF	85	3,000
1856 SS	JAMES BLAIR (St. W.)	108	6,500
1857 SS	CONTRA COSTA (Sd. W.)	384	10,500
1858 SS	ADMIRAL KASAKIEWITCH	71	2,600
1859 Sch	MARY ALICE	37	3,100
1860 SS	CHRYSOPOLIS (Sid. W.)	930	56,000
1860 SS	GEM (Stern Wheel)	114	8,000
1862 SS	YOSEMITE (Side W.)	6310	52,600
1863 SS	COLORADO (St. W.)	122	6,624
1863 Sch	EUPHEMIA	38n	3,000
1863 Sch	GEORGE LOUIS	40n	3,000
1863 Barge	unnamed		4,700
1863 Barge	unnamed		3,500
1864 SS	MOHAVE (St. Whl)		4,800
1864 SS	CAPITAL (Sid. Whl)	1865n	
1865 Barge	unnamed		4,000
1866 SS	REFORM (St. Whl)	181n	6,000
1866 SS	WASHINGTON (St. Whl)	148n	5,400
1866 Barge	unnamed		4,400
1866 SS	unnamed stern-wheeler		5,600

Tonnages in the above list are as given in the account book, except for that of the YOSEMITE (old measurement) and those marked "n" (new measurement).

The ADMIRAL KASAKIEWITCH was built for service on the Amur River in Siberia, for Wm. Burling & Co. She was framed and put in ribbands, then taken down and shipped in pieces in the Hamburg brig GEORGE KRELL to Nikolayevsk where North put her together. His account book lists 30 days' superintendence at \$12, 44 days of carpenters' labor at \$6, and an item of \$700 for sawing and planing all the lumber for the cabin, including doors, sashes, and hardware. He

THE CONTENTS OF THIS ISSUE

THE PENDLETONS OF ISLESBORO, Part 2...	51
SAILING SHIP NEWS.....	53
PASSING OF TWO SHIPBUILDERS (FERRIS; SEABORN).....	53
BOOK REVIEWS.....	54
THREE-MASTED SCHOONERS OF 1883.....	56
CAPTAIN FRANK WILSON'S PHOTOGRAPHS....	58
THOMAS LIST, SQUARE-RIGGERS BUILT IN 1879 TO 1881.....	59

Until further notice, LOG CHIPS will be published quarterly. Subscription \$2 for 12 issues; renewals \$1. Write for details of back issues available. Address labels courtesy of John M. Clayton. LOG CHIPS is produced by John Lyman at 7801 Gateway Boulevard, Washington 28, D.C.

left San Francisco on 28 April 1858 and returned on 24 November, for which he was paid \$250 per month or \$1,750.

At this time, North's yard occupied the site of the present Southern Pacific passenger station, at Third and Townsend, in the area then known as Steamboat Point. Finding himself crowded there, he considered Bradshaw's Point; but the depth of water there was found not to be regular. He then made a deal with Taylor Brothers and Captain Anderson and bought Potrero Point, where his first construction was the YOSEMITE in 1862.

The "Overland" story and the account book do not always agree in their particulars, and although the "Overland" says that North had built 120 hulls up to 1858 and a total of 273, including 53 bay and river steamers, in his lifetime, the account book lists only the 35 given above.

In 1861 North rebuilt the steamer BROTHIER JONATHAN at the site where the Pacific Rolling Mills later stood. A gang of 150 Chinamen hauled her out, and he rebuilt her with two decks instead of three, using Puget Sound fir.

Another rebuilding job was on the side-wheeler CORNELIA, originally built at New York in 1853, to which he added 40 feet; he is also stated to have rebuilt a steamer named PACIFIC.

About 1867, North sold his yard to a syndicate and returned to Norway. At his native city of Tromheim he designed and built a light-draft stern-wheeler as a transport for the government, naming her POTRERO. His travels took him to Suez, where he watched the opening of the Canal in 1869, and to Paris, where he spent the first week of the siege in 1870; finally, after three years, he returned to California. Next he went to Guatemala with a contract for 50 miles of track and two steamers for the Honduras Railroad. After an attack of fever, he returned to San Francisco, where he died on 19 September 1872.

North was one of the first men to make San Francisco an industrial center. Evidently drawing on his New Orleans experience, he specialized in shallow-draft river stern-wheelers for the upper reaches of the Sacramento, the Colorado, Costa Rica, and even the Amur.

The SACRAMENTO was built for Moore, Page & Co. for the Sacramento to Marysville run. The next three hulls were contracted for by General Reddington for the same run; the PLUMAS is said to have

been the first stern-wheeler in California. The BELLE and GEM were also on this run, owned by Captain Moore, while Captain Taylor built the CLEOPATRA for the Sacramento to Red Bluff route.

The FLORE DE LOS ANDES was built for Capt. Cauty, to be taken to Costa Rica. The CLARA, Capt. Webster, was an Alameda ferry, though she is not mentioned in the standard works on the Bay ferries. North built the SUSAN & KATE DENIN for his own account and sent her to Australia, where a dishonest skipper sold her and kept the proceeds.

The SUCCESS was built for the Citizens' Steam Navigation Co. of Marysville and the PARDEE for Capt. F. Fox, both being towed in the Sacramento to Marysville run. The COLORADO was shipped knocked-down to the Gulf of California and put together by Hartshorne & Johnson for the Colorado River trade. The unnamed 4-ton side-wheeler was built as a model for A.W. Lockhead; with dimensions of 45 x 5 x 2 ft., she was not the kind of model that goes in a bottle, or even over a mantelpiece! The THOMAS PAINE and RED BLUFF were built for the California Steam Navigation Co., the former running to Marysville, and the latter to the head of navigation at her namesake city.

The JAMES BLAIR, Capt. Gunnell, was another Marysville boat. CONTRA COSTA was a unit of the fleet of Capt. Minturn's Contra Costa Ferry Co. MARY ALICE traded to Union City, on San Francisco Bay, for Capt. Richard Benson. CHRYSOPOLIS and YOSEMITE were floating palaces for the San Francisco to Sacramento service of the California Steam Navigation Co.; there is a history of the former by John Kemble in the "American Neptune" for 1942. GEM was by this time also owned by the California S.N.Co.; it appears that North's work on her in 1860 consisted of a new hull for the engines and cabins of the 1853 vessel. The second COLORADO was built for the same owners and trade as the first, keeping the same machinery.

EUPHEMIA was built for James Gregory for the Bodega Bay trade. GEORGE LOUIS ran to Sacramento for M. Mickelsen. The \$4,700 barge of 1863 was for the Calif. S.N.Co. Red Bluff and Sacramento trade; the other was for Hartshorne & Johnson on the Colorado, as was the steamer MOHAVE. The CAPITAL was another Calif. S.N.Co. Sacramento packet, the last built for the line.

The 1865 barge and the 1866 barge were shipped to the Colorado, as was the unnamed 1866 steamer; possibly the latter was the second COCOPAH, which, according to Hazel Mills' account in the (continued on p. 53)

THE PENDLETONS OF ISLESBORO

II. (Continued from p.39)

The first dividend for the WILLIAM FLINT for 1882 was not received until April, and it appears with the remark "the vessel has been doing a good winter's work between New York and Southern ports. But owing to extensive repairs in the Fall in sails and corking, she has been unable to make returns until the present." The schooner made regular returns until 1891, the lowest yield being a mere 12% in 1884 and the best 41% in 1887.

But in 1892 repairs took all dividends, and the last entry in the ledger is an \$11 distribution for Lewis' 1/16 in 1893, followed by the note "the old WILLIAM FLINT died a natural death and now lies on the eastern shores of Islesboro, Me." In her 15 years of operation since rebuilding, she paid her owners back over four and one-fifth times their original investment.

For their next vessel, the Pendletons contracted with McDonald & Brown of Belfast, Me. For some reason, they did not see fit to build in 1879, and the STELLA M. KENYON was not completed until September 1880. She was a three-master of 375 gross tons, carrying 675, and her cost of \$24,770 was \$66 a gross ton or \$48 per ton on her carpenter's measure of 519. She was first commanded by Captain Winfield, who owned 3/64, and Captain Mark and his other 3 sons owned 13/64 among them. The Crosby family held 12/64; the McDonalds a 16th; Pearson & Mulvaney of Bangor a 16th; and Lester Lewis, James W. Fields, W.W. Kenyon, and W. Kenyon of Brooklyn each a 16th.

The STELLA M. KENYON was a steady earner, her best year being her first with a 21% return, and her worst 1887 with 7%. Captain S. Dodge of Islesboro was her commander in the autumn of 1890. She loaded a cargo of phosphate at Barren Island in New York Harbor for Savannah, Ga., but in towing to sea was run on the "sholes" off Rockaway and became a total loss. In 10 years she had returned her cost and a third more; just what a Series E bond pays these days.

The WILLIE L. NEWTON was the next Pendleton schooner, a three-master of 385 gross tons, 650 deadweight, 508 carpenters'. She cost \$25,024, or \$65 a gross ton and just under \$50 per ton, carp. meas. Captain Guilford owned 1/16 and took her from the stocks; his father and brothers had 3/16 among them; the Crosbys took 1/4; Charles H. Kenyon and Albro J. Newton each owned 1/16; and Lester Lewis invested in

3/64. Captain Guilford had the WILLIE NEWTON until May 1885 (except for the winter of 1882-83 when H.P. Parker was master), when she was handed over to Capt. Edwin Coombs of Islesboro, who was probably his uncle or cousin.

The schooner returned an even 20% in her first year, and maintained a good rate of return through 1892. She was hit by a squall in the Chesapeake on 4 July 1888, losing her mainmast and sustaining other damage, so that her return for that year was only 7%. She paid nothing in 1894, and there is a note in the ledger "I see no reason why this vessel should not pay better only for the inefficiency of her captain." She passed dividends again in 1897, but in 1898 conditions improved and in 1899 she distributed 14%. Then she earned steadily until 1903, which, with a 10% dividend in May, promised to be one of her best years.

A few months later, however, coming in from the east she was caught in a cyclone in the Sound off New London and turned turtle, every man aboard being lost including Captain Coombs. She was repaired at Bangor and the owners were assessed \$3700 to help pay for the work. Then she went south for a load of Georgia pine, became leaky on the return trip, and was abandoned off Hatteras. "Thus ends the poor old NEWTON together with Captain Coombs who all liked so well."

Deducting the last assessment, the vessel had returned about 77% more than her cost in 22 years of trading.

A slightly enlarged version of the WILLIE L. NEWTON was built by the Crosbys at Bangor in 1882 and named F.C. PENDLETON. Captain Fields was her master with 3/32 interest, and her financing followed the familiar pattern: 3/16 held by his father and brothers; 3/16 by the Crosbys; 1/16 by Pearson & Mulvaney; and 1/16 each by Lester A. Lewis, W.W. Kenyon, W. Kenyon, and Albro J. Newton. She cost \$26,926, or about \$66 on her gross tonnage of 408 or \$48 on her carpenter's measure of 559; she carried 700. Stephen Knowlton replaced Captain Fields in the winter of 1882-83; later Captain W. J. Fletcher of Islesboro was given the command; while Capt. Joseph Dodge of Islesboro took her in October 1891.

The F.C. PENDLETON was a lucky vessel and a steady earner. In 25 years, without missing a year, she returned 241% of her cost, and in 1914, after a lapse of 7 years, she began to pay again. The last entry against her is a 7 1/2% dividend in September 1917; her later record is missing, and all that is available is an item in "Merchant Vessels of the U.S." for 1941 that she

foundered in Seal Harbor, Long Island, Me., about 1925.

The earnings of the Pendleton schooners fell off sharply after 1882, and conditions did not show a return to the level of the early '80's until about 1888. The next schooner in which Lester A. Lewis owned an interest thus was the MARY L. CROSBY, a three-master of 467 gross tons, built at Millbridge, Me., in 1889 by J.W. Sawyer & Sons. She cost \$24,000, or just over \$49 a gross ton, and carried 850 tons of coal. Austin Dyer was her master carpenter and Captain Winfield S. Pendleton, owning 1/8, her first master. The other Pendletons owned 1/4 among them; the Crosbys had 1/16; the Sawyers took 11/64; Capt. W.J. Fletcher had 1/32; Lester Lewis had another 32d; and Kenyon & Newton as partners invested in 1/16. Fletcher took over the schooner in December 1889, yielding the command to Capt. W.W. Williams of Islesboro in July of the following year.

Her first year of trading returned the owners of the MARY L. CROSBY a dividend of over 25%, but this was reduced to 14% in 1891 and 11% the next year. In 1893 she was caught in the "breeze" of March, was towed into New York, became involved in a salvage libel, and did not get back "on her feet" as the ledger put it until August of 1894. Her next really good year was not until 1901, and this was followed by a series of mishaps that kept her in debt for 18 months. Not until October 1903 were dividends resumed, and the last record in the ledger is a payment in July 1905, by which time the schooner had returned 59% over her first cost.

The MARY L. CROSBY was abandoned off Hatteras on 2 June 1915, and so lost the opportunity to participate in the profitable trading of World War I.

ANNA PENDLETON was the name of the next Pendleton three-master, built by the Sawyers in 1890 to be commanded by Captain Guilford L. Pendleton. In her list of owners a new generation of Pendletons appears for the first time; Guilford owned 1/16, Richard a 32d, and Winfield a 64th, but Winfield Jr., Richard D., Edwin S., and Fields S. are all represented with a 32d or 64th apiece. The Crosbys held 1/8, the Sawyers 13/64, Lester Lewis a 32d, and J.W. Fields, W.W. Kenyon, W. Kenyon, and A.J. Newton a 16th each. She grossed 548 tons, cost \$29,124 (\$53 per ton), and carried 1000 tons, being some 14 feet longer than the MARY L. CROSBY on about the same beam and length.

Captain Joseph L. Coombs of Islesboro took over command of the ANNA after her first trip, which was from Sullivan, Me., to New York, and he was succeeded after a few years by Capt. Chester Thomas of Islesboro. L.A. Lewis seems to have had some arrangement whereby he found cargoes for this schooner, as his accounts show him receiving commissions as well as dividends for her first three years. The commissions nearly doubled his dividends, which were only 11% in 1891 and 13% in 1892.

In the autumn of 1893 the ANNA PENDLETON was caught in the hurricane at Charleston and was driven ashore. To the bill for her salvage was added another for loss of anchors and sails when she was caught in another gale after proceeding toward New York, and it was not until February 1895 that she was back "on her feet again," as the ledger puts it. Her earnings did not exceed 10% until 1900, when she returned 15%. In the latter part of 1904, she left New York under charter to a Southern port and disappeared with all hands in a severe storm that swept the coast at that time. L.A. Lewis' original investment of \$910.15 returned him only \$1076.86 in dividends and \$140.40 in commissions in 14 years.

The last Pendleton vessel figuring in the Lewis account book was the ELIZA J. PENDLETON, built in 1891 at Belfast, Me., by Carter Bros. She grossed 751 tons and carried 1150; her cost of \$33,600 was \$45 per gross ton. Fields C. Pendleton was her master with 13/64 of her ownership; Guilford and Winfield each had 1/16 and Richard P. and Eliza J. each 1/32. Capt. W. J. Fletcher of Islesboro also owned 1/32, as he had of the MARY L. CROSBY; he later took command of the ELIZA. John H. Crosby of Bangor held a 32d, and J.W. Sawyer of Millbridge a 64th, while three Carters each took a 32d. In Brooklyn, L.A. Lewis owned a 32d, and W.W. Kenyon and E.J. Newton each 1/16th.

L.A. Lewis again had a deal whereby he earned commissions on the ELIZA's freights (most likely consignments of lumber to the Kenyon & Newton planing mill); these amounted to \$300.44 in the first 6 years of operation. The schooner's regular dividends amounted to 12% in her first year, 8 or 9% for the next four, 12% in 1897, 5% in 1898, 13% in 1899, and 10% in 1900. Then there is a gap, not explained in the ledger, until 1905-06, when 9% was paid.

(continued on p.58)

NORTH--- continued from Page 50.
first volume of "American Neptune," was put into service on the Colorado about this time, replacing an older hull of the same name built in 1859.

The REFORM was built for A. Nelson & Co. to carry fruit from Sacramento River points to San Francisco. She became the first vessel of the California Transportation Co. when Nelson & Anderson incorporated in 1875. The WASHINGTON was owned by Richard Benson on the Union City run.

It is clear that the contract prices given for steamboats in the table on p. 49 are only for carpenter work on the hulls; the CHRYSOPOLIS, for example, is stated to have cost a total of \$200,000, of which \$43,000 was for engines. The odd \$101,000 would be accounted for by outfit and joiner work on the cabins. In the case of the schooners, North's contracts probably called for delivery of a complete vessel, including sails, rigging, and outfit; hence the apparently greater cost as compared to a steamboat hull of similar dimensions.

The "Overland" story also credits North with building a water-front ferry named PARNATHENIUS, but this vessel seems to date from 1874.

SAILING SHIP NEWS

BOWDOIN, aux.2m.sch.yacht. Left Coles Point, Va., 8 May; arr.Provincetown, Mass., 14 May via Annapolis, New York, New London, and the Cape Cod Canal.

CITY OF NEW YORK, Hond.aux.3m.sch. Formerly of Byrd's first Antarctic expedition, and originally built in Norway in 1885 as the auxiliary bark SAMSON. 30 Dec.broke towline to ARCTIC SEALER off Yarmouth, N.S., drifted onto a reef, and took fire; total loss.

CONWAY, Br.tr.ship, built in 1839 as HMS NILE. 14 April, towing from Plas Newydd to Bangor in preparation for docking at Birkenhead, got ashore and became a total loss in Menai Strait.

CUTTY SARK, Br.S. HRH the Duke of Edinburgh has become Patron of the CUTTY SARK Preservation Society. Both cash and contributions of relics for the museum to be housed in her are required. Address the CSPA at Palmerston House, 51 Bishopsgate, London EC 2.

EDWIN & MAUD, 3m.sch. Was at Annapolis 9 May; sailed next morning.

ELIZABETH SCOTT MOORE is the new name of the 4m.sch.ANNIE C.ROSS, but she is still at Newtown Creek, Brooklyn, N.Y. FANTOME, Br.4m.sch.yacht. Sold in March to the Sincennes-McNaughton Line of Montreal; engines to be put in tugs; hull to be scrapped.

LAWHILL, Port.4m.Bk. Scheduled to be towed with a cargo by tug AUDAXE from Lourenco Marques to La Spezia and there to be scrapped.

PAMIR, Ger.aux.4m.bk. Arr.Hamburg 4 Jan. 1953 and libelled by a bank. Both she and PASSAT are idle in German ports.

PELICAN, hulk launched in 1876 as H.M.sloop. About 1922 sunk in Sydney, C.B.I. Early in May raised, and scuttled at sea on 3 May 1953.

SEVEN SEAS, aux.ship. Formerly Swedish training ship ABRAHAM RYDBERG. Is currently at the USMS training station, Kings Point, Long Island, N.Y.

VEMA, aux.3m.sch.yacht. Bought by Capt. Kenedy, owner of the late CITY OF NEW YORK, and chartered in April to Lamont Geophysical Laboratory of Columbia University for a cruise in the Gulf of Mex.

YXPILA, Finn.4m.sch., built at Gamlekarleby in 1920. Was broken up last year, leaving POMERN, SIGYN, and SUOMEN JOUTSEN as the remaining Finnish sailers.

BOWDOIN, mentioned above, had been ashore for three days in the Chesapeake in February, finally being floated on 19 Feb.by the USS WINDLASS.

(With thanks to Bob Applebee, Alan Villiers, Gordon Jones, Capt.H.Piening, John Lochhead, and Alec Brown for items.)

PASSING OF TWO SHIPBUILDERS

Theodore E. Ferris died at Wallington, N.J., on 30 May, aged 81. He was a native of Stamford, Conn., and, without formal training in the subject, commenced a career of ship design in 1900. He is credited with over 1800 designs, perhaps the most noted of which in connection with his name was a standard wooden 3500-ton steamship of which over 300 were contracted for in World War I by the Emergency Fleet Corporation, and several of which became sailing vessels.

Henry Seaborn died at Laguna Beach, Calif., on 21 Jan.1953, aged 73. He was a vice-president of Skinner & Eddy of Seattle during World War I. Although Skinner & Eddy had no previous shipbuilding experience, it set many steel shipbuilding records.

REINCKE, Heinrich, and Bernhard SCHULZE, kept the pilots unemployed for several months. The "Knurrhahn" is a noisy fish, which probably would be called "grunt" or "croaker" in English; this choice of name may be taken as the pilots' opinion of their own singing.

In LOG CHIPS for September 1951, we mentioned the enormous contemporary rigged model of the WAPEN VON HAMBURG of 1722, which dominates the entrance to the Hamburg Maritime Museum. Now, as volume 1 of the Mitteilungen aus dem Museum für Hamburgische Geschichte, appears a full account of this model, both historical and technical.

In the historical part, we have a series of contemporary documents, including the original specifications of the vessel and the building contract, various inventories, and some operational data. The technical section describes the reconditioning of the model after a century or so of exposure to the London climate and gives a full set of plans and detailed photographs.

GIBSON, Walter, "The Boat," 96 pp., 11 ill. W.H. Allen, London, 1952. Price 5 s.

Gibson was a British Army sergeant who was torpedoed in the Dutch liner ROOSEBOOM after the fall of Singapore. Some 135 people crowded into and around a single lifeboat, which drifted across the Equator toward the coast of Sumatra. When land was finally reached, after 26 days, only two Javanese seamen, a Chinese girl, and the author were left alive. He then fell into Japanese hands and survived another torpedoing when the former VAN WYCK was picked off by an Allied submarine in June 1944.

This little book is the straightforward story of his experiences and is a worthy addition to the series of such narratives that has come out of World War II.

PRIGGE, Klaus, "Semannslieder und Shanties des Lotsengesangvereins 'Knurrhahn'," 95 pp.; ill. Musikverlag Hans Sikorski, Hamburg, 1952. Price DM 7 (\$1.70).

The arguments as to whether shanties were ever sung in any language but English appear to be settled by this book, which gives sea songs in three languages, English, German, and Plattdeutsch. Some in the latter two categories were composed by Chormeister Prigge for the "Knurrhahn" singing society, which had its origin in the cold winter of 1928/29, when severe ice conditions along the German coasts

Although most of the genuine shanties in this book are the familiar English ones, "De Hamburger Veermaster" and "Hamburg, du schöne Stadt" show that such songs are not exclusively English. Music, including accordion accompaniment, is given for all the pieces.

PETERSEN, E. Allen, "Hummel Hummel," 256 pp., 24 ill. Vantage Press Inc., New York, 1952. Price \$3.95.

Dr. Petersen and his Japanese bride bought a 36-foot junk-yacht at Shanghai in 1938 and sailed her from Shanghai to Los Angeles via Yokohama with two White Russians as crew. Then, with more or less help, they sailed her down the coast to Panama and Pimentel, Peru; then across the Pacific to the Marquesas, Samoa, and finally to Papua, where they left her when the U.S. entered the war.

The voyage was not undertaken to prove any theories of racial migration, but simply to see the world, an urge which has seized thousands of people since the time of Slocum and the SPRAY. Hundreds have succeeded, and dozens of books have resulted; this one is an average specimen.

VON LUCKNER, Felix, "Seeteufels Weltfahrt," 346 pp.; front. C. Beterlmann Verlag, Göttersloh, 1951. Price DM 5.85 (\$1.45).

Lowell Thomas' "Count Luckner, the Sea Devil," is probably still the best-known sea yarn of World War I. Less familiar is another Thomas collection of Luckner tales, "The Sea Devil's Fo'c'sle." Now Luckner's own story, in his own language, if not in his own words, is available, bringing the doings of this durable sea dog up to date.

One matter he clears up is the strange tale of Honolulu when he was a 15-year old boy in the four-masted schooner GOLDEN SHORE. He explains this now as merely an encounter with a tailor, the "severed finger" being a fingerstall.

New to American readers is Luckner's account of his world-touring "good will voyages" in his four-masted schooner. One of these brought him to San Francisco, where he was feted by Mayor Rolph-- the owner of the A.B. JOHNSON, sunk by Luckner in June 1917.

BOOK REVIEWS

VILLIERS, Alan, "Monsoon Seas," xi, 337 pp., index, 30 ill.; 5 maps. McGraw-Hill Book Co., Inc., New York, 1952. Price \$4.75

Alan Villiers, who already has written "The Coral Sea," now adds the story of the Indian Ocean to the Oceans of the World series. He has sailed these waters in the JOSEPH CONRAD, in Arab dhows, and in LCI(L)'s during World War II, which makes him eminently qualified to write of them.

In addition to reworking some of the "Sons of Sinbad" material, the book tells of the early voyagers in the Indian Ocean, the commercial rivalries, the whalers, slavers, and pearlers, and the naval operations of two world wars.

LACROIX, Louis, "Les derniers pilotes de la voile; les voiliers-écoles," 234 pp.; 98 ill.; map; folding plate. Lucien, Imp. S. Pacteau, c.1952. Price (paper-bound), about Fr.1,000.

To the widening shelf of his books on the French merchant marine in the days of sail, Captain Lacroix has now added a work on apprentices and schoolships. The first part deals with the system of training future officers of the merchant marine in the 19th Century, and the second part with the sail training ships of the 20th Century. Of the latter, the French and Belgian are described in some detail, while those of other countries are also treated briefly.

The spellings of proper names in this book are no better than is usual in French books, and many of the illustrations have inaccurate captions.

MIELCHE, Hakon, "GALATHEA lægger ud," 224 pp.; ill.; map. Copenhagen, Steen Hasselbalchs Forlag, 1951. D.Kr.37

MIELCHE, Hakon, "GALATHEA i østen," 190 pp., ill.; map. Copenhagen, Steen Hasselbalchs Forlag, 1952. Price, D.Kr.28.50

Denmark has a tradition for conducting deep-water oceanographic expeditions. In 1845-1847 the sailing corvette GALATHEA made a circumnavigation, and later the INGOLF, THOR, and two DANAS studied the deep oceans. The second GALATHEA was formerly H.M. Frigate LEITH, commissioned in the Royal Danish Navy, and financed largely by public subscription. The sale in Denmark of cigarettes and coffee contributed by Danes living overseas during the postwar period of shortages accounted for much of the necessary funds.

The first of these volumes covers the voyage from leaving Copenhagen in October 1950 until reaching Mombasa via Cape Town in March 1951, most of the work having been conducted fairly near the continental coasts. The second covers the Indian Ocean and eastern seas as far as Brisbane, Australia, including the sampling of the bottom in the Philippine Deep at a depth of over 34,000 feet. A third volume, covering the voyage home from Brisbane, after November 1951, is promised.

The author is a well-known Danish writer of travel books, who accompanied the expedition expressly for writing these narratives. Written on board, they are fresh and often dramatic. The author is not a scientist and therefore concentrates more on the ports visited and the personalities on board than on the actual scientific work, which of course will be fully described in due time.

WOLFE, Reese, "Yankee ships; an informal history of the American merchant marine," 287 pp.; index; 23 ill. Bobbs-Merrill, Indianapolis, 1953. Price \$5.75.

This is a highly informal history of the American merchant marine, so informal that it leaves out most of the important facts and draws some hasty interpretations from the rest. The author claims three years at sea as a seaman and junior officer, and he has attempted to give the foremast hand's point of view wherever possible. But in a book that gets from the start of the Civil War to the beginning of World War I in eight pages, there is obviously little room for any extended treatment of seafaring life.

ANDERSON, R.C., "Catalog of ship-models (scale-models)," iv, 133 pp.; index. National Maritime Museum, Greenwich; Her Majesty's Stationery Office, 1952. 5 s. NAISH, G.P.B., "A picture book of ship models," 32 plates. National Mar. Mus., Greenwich; H.M.S.O., 1953. Price 2 s.

Between them, these two booklets give a full account of the models in the National Maritime Museum. Dr. Anderson's catalog furnishes expert identifications of contemporary models going back as early as 1655, while Mr. Naish's picture book supplements it with a selected series of illustrations. The latter, available for approximately 30s from P.O. Box 569, London SE 1, is a real bargain at less than 1s per illustration.

THREE-MASTED SCHOONERS BUILT ON THE EAST COAST, continued from p.47.

1683

A. B. SHERMAN	612 E. Boston, Mass.	R. Crosbie & Son.	26 June 1917 torpedoed; salvaged and became 4m. Sch RAFFAELLO CHIESA of Livorno.
ABBIE S. WALKER	190 Jonesboro, Me.	Wm. L. Tupper	Missing Feb. 1926.
ALBERT H. CROSS	358 Newburyport, Mass.	Atkinson & Fillmore	Lost 1988.
ALBERT T. STEARNS	508 Newburyport, Mass.	G. E. Currier	Lost spring 1903.
ANION CARLISLE	55 Portsmouth, Va.		Junked 1905.
ALICE B. PHILLIPS	621 Portsmouth, N.H.	W. H. Fernald	Not traced after 1919.
ALLIE R. CHESTER	449 Northport, N.Y.	Jesse Carll	Lost 1890.
AMELIA P. SCHMIDT	279 Pearisville, N.J.	L. Edwards	Lost 1896.
ANNA B. HUTCHESON	251 City Island, N.Y.	David Carll	Lost 1889.
ANNA T. WEBNER	498 Millville, N.J.	J. D. Boll	Lost 1894.
ANNE LORD	287 Brewer, Me.	J. Neely	Abnd. 15 May '20, Cuba.
ANNIE AINSLIE	303 Camden, N.J.	McDonnell Bros.	Lost 3 Jan. 1917.
ANNIE E. BLACKMAN	278 Goshen, N.J.	E. B. Harker	Lost 1890/91.
AUGUST FLOWER	201 Deal's Point, N.J.	Clark	Lost 1888/89.
B. R. WOODSIDE	562 Bath, Me.	Adams & Hitchcock	Lost 1902.
BENJAMIN C. CROMWELL			
	616 E. Deering, Me.	George Russell	Lost 1904.
BERTHA WARNER	451 E. Deering, Me.	George Russell	Lost 1896/97.
BESSIE H. ROSE	658 Wiscasset, Me.	J. M. Haynes	Lost 26 Jan. 1892.
BLANCHE ALLEN	520 Bath, Me.	A. Sewall & Co.	Lost 1885/86.
BROCKIE B. ROKES	336 Bath, Me.	Goss, Sawyer & P.	Lost 1889/90.
CHARLES C. LISTER	280 Milford, Del.	Simpler & Reville	Junked 1933.
CHARLES E. SCHMIDT	541 Mauricetown, N.J.	J. V. Vannemann & Bro.	Feb. 1899 rn. BROOKLINE; wrecked at Barbados 11 Nov. 1913.
CHARLES H. WOLSTON	350 Bath, Me.	Goss & Sawyer	Wrecked 17 Nov. 1911
CHARLES R. CAMPBELL	437 Bath, Me.	Benj. V. Morse	Lost 1888/89.
CHARLES S. DAVIS	534 Camden, N.J.	S. W. Tilton	Lost 1899.
CITY OF JACKSONVILLE			
	354 Bath, Me.	Goss, Sawyer & P.	Lost 1899.
CLARA E. COLCORD	515 Belfast, Me.	J. Y. Cottrell	Lost 1894.
CRESCENT	465 New London, Conn.	Crocker, Davidson & Co.	Foundered 26 Jan. 1920.
D. K. BAKER	519 Port Jefferson, N.Y.	John R. Mather	Lost 1898/99.
DOUGLASS HOVEY	492 Bath, Me.	William Rogers	Lost 1888.
EDITH T. GANDY	251 Dennisville, N.J.	Isaac W. Gandy	Lost 1891.
EDNA A. POGUE	162 Cedarville, N.J.	Claypoole & Parsons	Sunk 5 Mar. 1911.
EDWARD STEWART	398 Brewer, Me.	J. Hathorn	Wrecked 7 Mar. 1916
ELBRIDGE SOUTHER	692 Thomaston, Me.	Samuel Watts	Lost W. Indies 1894/95.
ELEANOR	371 Newcastle, Me.	E. Haggett	Sold foreign 1904.
ELLEN CRUSOE	298 E. Deering, Me.	Sargent	Sold foreign 1897.
ELSIE A. BAYLES	296 Port Jefferson, N.Y.	J. M. Bayles & Son	Wrecked 5 Apr. 1916
EMILY F. NORTHAM	332 Portland, Conn.	T. Gildersleeve & Sns.	Wrecked 27 Nov. 1926
EMILY J. WATTS	462 Thomaston, Me.	S. S. Gerry	Lost 1886.
EMMA F. ANGELL	862 Bath, Me.	William Rogers	Sunk 7 Apr. 1916
EVERETT WEBSTER	476 Camden, N.J.	S. W. Tilton	Abnd. 12 Apr. 1907.
EVIE B. HALL	425 Waldoboro, Me.	Edwin O. Clark	Lost 14 Jan. 1917.
F. D. HODGKINS	178 Ellsworth, Me.	J. H. Grant	Lost 1893.
FALMOUTH	447 E. Deering, Me.	George Russell	Dec. 1900 sold to U.S.
		Marine Hosp. Service;	disinfecting barge ARGUS, Ponce, P.R.
FANNY ANN	42 Portland, Fla.		Two masts 1907; junked 1911.
FORTUNA	612 E. Boston, Mass.	Smith & Townsend	Barge 1912; lost 1915.
G. H. HOLDEN	241 Bath, Me.	Thos Hagan & Co.	Lost 1894.
GEORGE BIRD	223 Rockland, Me.		Lost 1900.
GEORGE LHOUE	112 Pearlinton, Miss.	Poitevant & Favre	Lost 1886/87.
GEORGE W. FENNIMORE			
	635 Milton, Del.	Atkins	Lost 1893.

1883, continued.

GEORGIE L. DICKSON	532	E. Boston, Mass.	J. M. Brooks	Dec. 1899	rn MAPLEWOOD;
		lost 1900/01.			
GEORGIE L. DRAKE	465	Bath, Me.	William Rogers	Lost 31 Dec. 1909.	
GERTRUDE L. TRUNDY	485	Perry, Me.	J. B. Natt	Lost 4 Sept. 1905.	
H. C. HIGGINSON	519	Bath, Me.	E. Soule & Co.	Missing Jan. 1899.	
		Renamed JAMES W. BIGELOW April 1889.			
HAROLD C. BRECHER	363	Hadison, Conn.	C. H. Miner & Son	Wrecked 18 July 1914.	
HATTIE H. BARBOUR	301	Brewer, Me.	Hopkins	Foundered 10 Apr. '17.	
HELEN G. MOSELEY	470	Belfast, Me.	Brown & McDonald	Lost 26 Jan. 1908.	
HENRIETTA J. POWELL	513	Bath, Me.	Goss & Sawyer	Burned 26 Oct. 1914.	
HENRY S. CULVER	753	Alexandria, Va.	J. P. Agnew & Co.	Lost 1889.	
HERALD	499	Belfast, Me.	Brown & McDonald	Abnd. 4 April 1915; 1916	
		barge; abnd. 1917; abnd. 7 Apr. 1918; salvaged; scrapped 1921.			
HORACE O. BRIGHT	681	Thomaston, Me.	S. Watts	Lost 1885/86.	
HORACE R. STURGIS	623	Miscasset, Me.	J. M. Haynes	Lost 1885/86.	
HOWARD W. MIDDLETON	539	Coopers Point, N.J.	S. V. Tilton	Lost 1897.	
IDA FRANCIS	437	Waldoboro, Me.	H. Kennedy & Co.	Lost 1886.	
IDA G. SCHOOLCRAFT	320	Coopers Point, N.J.	Morris & Mathis	Lost 1902.	
ISAAC CARLTON	455	Columbia Falls, Me.	Gilbert Frost	Nov. 1887	rn HUMAROCK;
		sold foreign 1915.			
ISAAC N. KERLIN	366	Leesburg, N.J.	John Russell	Lost 1900/01.	
J. B. HOLDEN	410	Rockland, Me.	F. Cobb & Co.	Lost 1903.	
JAMES IVES	505	West Haven, Conn.	Gesner & Ives	Lost 1895.	
JAMES B. PAGE	642	Newburyport, Mass.	George E. Currier	Missing Nov. 1898.	
JAMES H. WOODHOUSE	289	Chatham, Conn.	J. H. Woodhouse	Lost 1892.	
JAMES S. LOWELL	734	Bath, Me.	E. Soule & Co.	Lost 1889.	
JENNIE HALL	412	Columbia Falls, Me.	John Allen	Lost 1901.	
JESSIE IENA	347	Belfast, Me.	J. Y. Cottrell	Wrecked 13 Mar. 1912	
JOHN BOSE	626	Wilmington, Del.	Jackson & Sharp	Lost 29 Aug. 1911.	
JOHN H. MAY	363	Milford, Del.	J. L. Abbott & Bro.	Wrecked 24 Dec. 1912.	
JOHN M. BROWN	452	Fairhaven, Conn.	H. H. Hanscom	Lost 30 Oct. 1908.	
JOHN R. PIERROSE	455	Milford, Del.	T. Carlisle	Sold British 1921.	
JOHN S. DAVIS	363	Bath, Me.	Goss & Sawyer	Lost 1902.	
JOSEPH HILTON	438	Camden, Me.	H. M. Bean	Lost 1883/84.	
JOSHUA BAKER	584	Waldoboro, Me.	Storer & Son	Lost 1891.	
JOSIAH R. SMITH	704	Bath, Me.	Deering & Donnell	Lost 1895.	
KATE B. OGDEN	625	Hillbridge, Me.	J. W. Sawyer	Lost 29 Sept. 1914.	
KATIE J. IRLEMAN	705	Coopers Point, N.J.	S. V. Tilton	Lost 1897.	
LAVINIA CAMPBELL	733	Kennebunkport, Me.	David Clark	Lost 1901/02.	
LAWRENCE HAINES	256	Miscasset, Me.	J. M. Haynes	Sunk 2 Oct. 1905.	
LEANDER V. BENNE	749	Bath, Me.	Goss, Sawyer & Co.	Lost 1899.	
LEWIS K. GOTTINGHAM	524	Camden, N.J.	Morris & Mathis	Wrecked 18 Jan. 1916.	
LIZZIE BABCOCK	529	Danville, N.J.	R. S. Leaming	Lost 1904/05.	
LIZZIE CHADWICK	472	Thomaston, Me.	Dunn & Elliot	Lost 3 Mar. 1906.	
LIZZIE H. PATRICK	471	Milford, Del.	D. Lank	Wrecked 27 Nov. 1911.	
LOIS G. RABEL	583	E. Deering, Me.	George Russell	Wrecked 18 Nov. 1906.	
NABEL HOOPER	425	Rockland, Me.	A. F. Ames	Lost 1902.	
MAGGIE G. HART	513	Waldoboro, Me.	Augustus Welt	Lost 1902/03.	
MAIE SAUNDERS	279	Marshallville, N.J.	Still	Sunk 24 Aug. 1917.	
MARTHA BROWER	644	Tuckahoe, N.J.	J. C. Sheppard	Lost 1885/86.	
MARY B. WELLINGTON	308	New Bedford, Mass.	J. W. Howland	Lost 24 Sept. 1918.	
MARY L. ALLEN	329	Bath, Me.	William Rogers	Lost 1889/90.	
MATTIE MAY	169	Baltimore, Md.	Skinner & Sons	Lost 1903.	
MATTIE NEWMAN	354	Yorktown, Va.	N. V. Lane	Sold in London May '17.	
MATTIE J. ALLES	229	Yarmouth, Me.	Hutchins & Stubbs	1932 seized run-running	
		sold to Nova Scotia; made auxiliary; out of registry 1937.			
MAUD SNARE	279	Bangor, Me.	Crosby Bros.	Lost 1903.	
MAUDE SHEERWOOD	524	Newburyport, Mass.	George E. Currier	Sunk 5 July 1907.	

1883, continued.

MAY O'NEILL	603 Camden, Me.	H.M.Bean	Lost 1898.
MEYER & MULLER	420 Belfast, Me.	Carter Bros.	Lost 1893.
MINA BELLE	468 Machias, Me.	John Shaw	Lost 1894.
MOLLIE J. SAUNDERS	559 City Island, N.Y.	David Carll	Lost 1890/91.
NATHAN EASTERBROOK JR.			
	712 West Haven, Conn.	Gesner & Marr	Lost 1892/93.
NATHANIEL LANK	231 Frederica, Del.	Nathaniel Lank	Lost 1891.
NELLIE A. DRURY	497 Thomaston, Me.	Dunn & Elliot	Lost 1888/89.
NELLIE W. CRAIG	492 Port Jefferson, N.Y.	J.M.Bayles & Son.	Wrecked 19 Aug.1915.
NINA TILLSON	647 Rockland, Me.	A.F.Ames	Lost 1895.
PALATKA	429 Belfast, Me.	C. P. Carter & Co.	Lost 1889.
PANCHITA	411 E. Machias, Me.	Charles J. Frye	Lost 1884/85.
R. D. SPEAR	352 Bowdoinham, Me.	John P. Rideout	Lost 3 Nov.1908.
ROBERT MORGAN	582 Madison, Conn.	Miner & Son	Lost 1893.
ROBERT J. BARR	433 Camden, N.J.	Burton & Vanneman	Lost 1896.
S. G. HART	531 Waldoboro, Me.	William Fish	Lost 1898.
S. H. LEVIN	388 Lebanon, Del.	Wells & Hendrickson	Lost 1886.
SAMUEL B. VROOMAN	472 Pettys I., N.J.	Doughty & Kapelia	1890 rebuilt at Phila-
	delphia as EDWARD G.	HIGHT.	1918 sold Portugal; rn CECILIA.
SARAH A. FULLER	492 Camden, Me.	H. M. Bean	Missing Aug.1899.
SARAH D.J.RAWSON	387 Camden, Me.	Coombs & Day	Lost 1904/05.
SCOTIA	406 Belfast, Me.	Carter Bros.	Lost 20 April 1918.
SEBAGO	307 E. Deering, Me.	George Russell	Wrecked 17 March 1906.
SUE WILLIAMS	663 City Island, N.Y.	David Carll	Lost 1890.
SUSIE H. DAVIDSON	546 Camden, N.J.	Morris & Mathis	Lost 9 Feb.1917.
SYLVANUS G. HASKELL	347 Millbridge, Me.	Ezekiel Dyer	Lost 1886.
TENA A. COTTON	377 Milton, Del.	C.C.Davidson	Wrecked 4 Feb.1907.
THOMAS C. KENNEDY	333 Newcastle, Me.	Thomas E. Gay	Lost 1886/87.
THOMAS G. SMITH	513 Wilmington, Del.	Jackson & Sharp Co.	Wrecked 10 April 1910.
THOMAS L. JAMES	396 Fairhaven, Conn.	H.H.Hanscom	1918 sold French.
W.E. & W.L. TUCK	416 E. Boston, Mass.	Robert Crosbie & Son.	Ashore Apr.1916;
	refitted 1917 as HARBINGER;		1918 sold French.
WARNER MOORE	443 Newburyport, Mass.	Atkinson & Fillmore	Wrecked 3 June 1914.
WILLIAM A. HARBURY	714 Baltimore, Md.	Woodall & Co.	Lost 1892.
WILLIAM C. FRENCH	408 Newburyport, Mass.	Atkinson & Fillmore	Nov.1889 rn DICKY
	BIRD; lost 1896.		
WILLIAM H. ALLISON	476 Camden, Me.	H. M. Bean	Lost 1896.
WILLIAM T. DONNELL	538 Bath, Me.	Deering & Donnell	Wrecked 4 Jan.1913
WILSON & HUNTING	418 Alexandria, Va.	Potomac Mfg. Co.	Lost 1905.

CAPTAIN FRANK WILSON'S PHOTOGRAPHS

We have received two list of photos for sale by Captain Frank A. Wilson, P.O.Box 921, Portland, Maine. Capt. Wilson carried a camera to sea for over 50 years, and his lists include dozens of New England schooners, as well as square-riggers and steamers. Many of the recent numbers of the "Maine Coast Fisherman" have included shots from his collection. His prices begin at \$1.50 plus 10¢ postage for 5x7" glossy prints.

PENDLETONS, continued from page 52.

The account of the ELIZA J. PENDLETON closes with a note that she became unmanageable in a heavy gale of wind and went to

pieces; crew saved. This was on 22 Feb. 1906 off Fire Island, N.Y. Lester Lewis had received a return of only \$901.77 on his investment of \$1,050, but the commissions added a third more and put him in the black.

A recapitulation on pp.356-367 of Lewis' account book contains some illuminating figures on the returns from coasting schooners to small part owners. In the 8 vessels, Lewis had owned a total of 25/64, costing him \$8,432.92. To 1 Jan.1912, this investment had returned \$14,553.48 in dividends and \$440.84 in commissions, and all the vessels were lost except the MARY L. CROSBY and F.C. PENDLETON. The latter subsequently paid \$375 more in dividends on Lewis' sixteenth.

SQUARE-RIGGERS BUILT IN THE U.S., by FRANK W. THOBER (Contd. from p.48)
1879

ARTHUR C. WADE	Bkn	523	Bath Me	William Robers	Portland Me
BOYLSTON	B	568	Bucksport Me	T. H. Genn & Co.	Boston
CHARLES G. RICE	B	716	Yarmouth Me	Hutchins & Stubbs	Portland Me
COMMODORE	S	1980	Yarmouth Me	Blanchard Bros	Boston
EUROPA	B	367	Madison Conn	Miner & Son	New Haven
G. M. STANWOOD	B	550	Harpswell Me	W.P. & J.N. Bailey	Portland Me
GUY C. GOSS	B	1572	Bath Me	Goss, Sawyer & Packard	Wareham Mass
HAYANA	B	649	Bath Me	William Rogers	New York
HENRY WARNER	Bkn	349	E. Deering Me	R. Lewis & Co.	Portland Me
I. L. SKOLFIELD	B	1432	Brunswick Me	Skolfield Bros.	Brunswick Me
J. B. WALKER	S	2179	Thomaston Me	Edward O'Brien	Thomaston Me
JENNIE HARKNESS	B	1373	Rockport Me.	John Pascal	Camden Me
MANUEL LLAGUNO	S	1733	Bath Me	John McDonald	New York
PARAMITA	S	1573	Freeport Me	Enos C. Soule	Portland Me
PATRICIAN	S	1254	Damariscotta Me	B. D. Metcalf	Damariscotta Me
RAE R. SHARP	Bkn	741	Dorchester NJ	Richard S. Leaming	Philadelphia
SOLITAIRE	S	1532	Bath Me	E. & A. Sewall	Bath Me
STEPHEN G. HART	Bkn	620	Waldoboro Me	Welt, Caldwell & Co.	St. George Me
THEODORE H. ALLEN	S	1537	Richmond Me	T. J. Southard & Son	Richmond Me.

(1879 was a lean year for wooden shipbuilders, and the SOLITAIRE received her name because she was the only vessel on the stocks at Bath at the time. The steam bark MARY & HELEN, 420 tons, was built at Bath by Goss, Sawyer & Packard in 1879, the first of a series of auxiliary craft built by that firm.)

1880

ALUMINA	B	293	Bath Me	Goss & Sawyer	New York
AUBURNDALE	B	628	Millbridge Me	J. W. Sawyer	Boston
CARRIE WINSLOW	B	944	E. Deering Me	George W. Russell	Portland Me
EMILY REED	S	1565	Waldoboro Me	A. R. Reed	New York
EMILY F. WHITNEY	S	1315	E. Boston Mass	Abiel Cove	Boston
FREEDA A. WILLEY	Bkn	554	Thomaston Me	Dunn & Elliott	Thomaston Me
GEORGE STEFSON	S	1345	Bath Me	Albert Hathorn	Bath Me
GLENDON	S	1897	Kennebunkport Me	N.L. Thompson	Boston
JAMES DRUMMOND	S	1557	Phipsburg Me	C. V. Minott	Bath Me
JOHN BAIZLEY	Bkn	617	Malford Del	W. A. Scribner	Wilmington Del
LAPLAND	B	649	Bucksport Me	T. H. Genn & Co.	Boston
MATANZAS	B	712	Waldoboro Me	H. Kennedy & Co.	Waldoboro Me.
OLYMPUS	S	1110	Seabeck W T	Hiram Doncaster	Port Townsend
PAYSON TUCKER	Bkn	615	Bath Me	William Rogers	Portland Me
SARANAC	B	1081	Kennebunkport Me	N. L. Thompson	Boston
THOMAS M. REED	S	1938	Bath Me	A. Sewall & Co.	Bath Me
WANDERING JEW	Bkn	667	Greenport N Y	Smith & Terry	Greenport N Y
WILLIAM W. CRAPO	B	1648	Bath Me	Goss, Sawyer & Packard	New Bedford Mass
WIENA	S	1487	Freeport Me	Briggs & Cushing	Portland Me
WRESTLER	Bkn	471	Port Ludlow W T	Hall Bros.	San Francisco

(1880 was another bad year. The barkentine WANDERING JEW lay for months on the stocks at Greenport before finally being launched, and there are indications that the EMILY F. WHITNEY was similarly delayed in building, since, although she was first documented in December 1880, the classification society registers give her as completed in 1879. Goss, Sawyer & Packard also built the steam auxiliary bark BELVEDERE, 440 tons, a whaler like the MARY & HELEN.)

1881

A. J. FULLER	S	1849	Bath, Me.	John McDonald	New York
ADOLPH OBRIG	B	1448	Rockport Me	John Pascal	Camden Me
ALICE	B	859	N. Weymouth Mass	N. P. Keen	New York
ARABIA	S	2081	Bath Me	Houghton Bros	Bath Me
AU SABLE	Bkn	548	E. Deering Me	George W. Russell	Portland Me
BENJ. F. HUNT JR.	B	1190	Newburyport Mass	George E. Currier	Newburyport
C. P. DIXON	B	728	Belfast Me	J. Y. Cottrell	New York
C. SOUTHARD HULBERT	B	1080	Richmond Me	T. J. Southard & Son	Richmond Me
CHARMER	S	1881	Bath Me	William Rogers	Boston
COWLITZ	B	779	Bath Me	Goss & Sawyer	New York
DAKOTA	S	1271	Bath Me	William Rogers	Bath Me
DIDA E. CLARK	Bkn	503	Harpswell Me	P. C. Merryman	Harpswell Me
E. B. SUTTON	S	1827	Bath Me	Hitchcock & Blair	New York
ETHEL	B	654	Portland Me	D. Brewer	Portland Me
FLUORINE	B	298	Bath Me	Goss & Sawyer	New York
GEN. KNOX	S	2218	Thomaston Me	Edward O'Brien	Thomaston Me
IROQUOIS	S	2121	Bath Me	A. Sewall & Co.	Bath Me
JACOB E. RIDGEWAY	S	1803	Bath Me	Goss & Sawyer	Philadelphia
JOSEPH B. THOMAS	S	1938	Thomaston Me	S. Watts & Co.	Thomaston Me
KITSAP	Bkn	694	Port Ludlow W T	J. J. Beaton	Port Townsend WT
KLIKITAT	Bkn	493	Coos Bay Ore	John Kruse	San Francisco
LEVI S. ANDREWS	Bkn	669	Thomaston Me	S.S. Gerry & Co.	Thomaston Me
LUZON	S	1391	E. Boston Mass	Smith & Townsend	New York
MARY WINKELMAN	Bkn	532	Seabeck W T	Hiram Doncaster	San Francisco
PARKER M. WHITMORE	S	2205	Bath Me	A. Hathorn	Bath Me
RETRIEVER	Bkn	548	Seabeck W T	Hiram Doncaster	Port Townsend
REUCE	S	1925	Kennebunkport Me	N. L. Thompson	Richmond Me
ROSE-INNES	B	835	Bath Me	William Rogers	Portland Me
SHIRLEY	B	785	Belfast Me	George W. Cottrell	New York
TACOMA	S	1739	Bath Me	Goss & Sawyer	Bath Me
UNCLE JOHN	Bkn	335	Eureka Calif	Charles Murray	San Francisco
W. H. DIMOND	Bkn	391	San Francisco	Matthew Turner	San Francisco
W. H. LINCOLN	S	1727	Newburyport Mass	John Currier Jr.	Boston
WILLIAM J. ROTCH	S	1718	Bath Me	Goss Sawyer & Packard	New Bedford

(Goss, Sawyer & Packard also built the whaler NORTH STAR, steam bark of 489 tons)

.....SOME COMPARATIVE STATISTICS FOR TWO SIX-YEAR PERIODS:

Region Where Built	1870-1875		1876-1881	
	Number of vessels	%	Number of vessels	%
Maine	224	66.7	199	74.3
Massachusetts	75	22.3	37	13.8
Other East Coast	25	7.4	18	6.7
West Coast	12	3.6	14	5.2
Total.....	336		268	
Rigs				
Ships	140	41.7	116	43.3
Barks	125	37.2	117	43.7
Barkentines	71	21.1	35	13.0
Average tonnage				
Ships	1481		1618	
Barks	700		780	
Barkentines	500		554	
All rigs	983		1114	